

A PHOTOGRAPHIC SURVEY OF THE
WILMINGTON & WELDON RAILROAD CORRIDOR

VOLUME II

(Ruins at Wilmington, NC, 2000-2001, 2010, 2011)

By

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Figure 101

Wilmington Police Department parking lot inside the inclined plane on Block 232.



Figure 102

View of the parking lot in Block 232 looking east from the Front Street Bridge.



Figure 103

View from south side of the Front Street Bridge – beginning of Block 232.



Figure 104

A section of the stone wall on the north side of the Front Street Bridge in Block 232.



Figure 105

Details of stone retaining wall, built in 1854, as seen from Block 232



Figure 106

Stonework is crowned with granite and a later layer of concrete.



Figure 107

The ACL Car Carpenters Shop were built into the wall below the tracks of the main terminal.



Figure 108

Detail of stone and brickwork as seen from the northeast side of the Front Street Bridge.



Figure 109

The north side of the Front Street Bridge looking the former site of ACL Building C.



Figure 110

Retaining wall for ACL Building D, the last remaining ACL structure.



Figure 111

A second view of the basement, now parking lot, of ACL Building C.



Figure 112

ACL Building D, on Red Cross Street, is now used by the Wilmington Police Dept.



Figure 113

ACL Building D at 115 Red Cross Street.



Figure 114

Courtyard between 115 and 119 Red Cross Street – site of earlier structures.



Figure 115

Another view of ACL Building D.



Figure 116

20th century structure at 119 Red Cross Street.



Figure 117

119 Red Cross Street viewed from the corner of Second and Red Cross streets.



Figure 118

View from the north intersection of Second and Red Cross looking west.



Figure 119

View from the base of Second Street looking south to Red Cross Street



Figure 120

Site of 1889 dwelling at 119 North Second Street (*See Sanborn maps for 1889*).



Figure 121

East side of Block 232 looking toward the Front Street Bridge.



Figure 122

Rear view of ACL Building D.



Figure 123

View from the base of Second Street looking down the railroad cut.



Figure 124

View from 2nd and Hanover Streets looking south across Blocks 246 and 247 - the site of the Wilmington & Weldon Railroad Depot and Shops at Wilmington.



Figure 125

The site of the ACL roundhouse in Block 246 near Hanover Street.



Figure 126

View of 2nd Street as seen from the south side of Block 246.



Figure 127

This is the view from southwest edge of Block 246 looking towards the 3rd Street Bridge. The stone retaining wall (unseen) at a lower level is to the right of the trench.



Figure 128

This trench (crosses Block 246 and 232) is the site of the 19th century depot's train shed.



Figure 129

Top view of a concrete section of the retaining wall east of the old stone wall.



Figure 130

Detail of concrete cap on the retaining walls above the eastern end of the parking lot for the Wilmington Police Department. The telephone pole in the right hand corner of this figure can be seen at the extreme rear of the parking lot in Figure 102.



Figure 131

Fragments of conglomerate material (mortar, brick, and shell mix) are found through Blocks 246 and 247.



Figure 132

A warehouse, last owned by Dillard Paper, in ACL Lower Yards, is being demolished.



Figure 133

A section of rails remain near the warehouse seen in Figure 132.



Figure 134

Detail of brickwork on the warehouse (as seen in Figure 132) from the Nutt Street side.



Figure 135

Rear of the same warehouse as seen in Figure 132.



Figure 136

The office of Almont Shipping Terminal on 1 Hanover Street.



Figure 137

Tracks once ran in front of this loading platform on Nutt Street side of the Almont Shipping Terminal office.



Figure 138

View of the loading platform of the Almont Shipping Terminal office looking south.



Figure 139

The northeast side of the Almont Shipping



Figure 140

This parking lot on the north side of Hanover Street was once the site of the Standard Oil Company office and storage facilities at Wilmington (*See Sanborn Insurance Maps*).



Figure 141

View from opposite side of the same parking lot seen in Figure 140 looking east on Brunswick Street towards 3rd Street.



Figure 142

View of Brunswick Street from Nutt Street looking east towards Front Street.



Figure 143

Railroad workers lived in these 19th century house at the corner of 3rd and Hanover Streets.



Figure 144

Behind the houses seen in Figure 144 in Block 248 is the site of the northeastern edge of the earthworks built to protect the railroad depot at Wilmington during the Civil War.



Figure 145

Older commercial structure at the corner of 3rd and Hanover Streets.



Figure 146

This 19th century commercial structure at the corner of 4th and Hanover Streets is evidence of a thriving business district that once existed north of the railroad depot in Wilmington.



Figure 147

These commercial buildings on N. 4th Street near the bridge crossing the railroad cut appear on the 1889 Sanborn Insurance Maps. The building to the right is listed on these maps as a barbershop.



Figure 148

This is the residential neighborhood on N. 5th Street. Beyond the barricade is the railroad cut. An ancient iron bridge once spanned the cut. This bridge was demolished in the late 1960s.



Figure 149

This is the opposite side of the railroad cut on N. 5th Street. Since the destruction of the iron bridge that once spanned the railroad cut, 5th Street is no longer the great avenue connecting the Wilmington downtown that it was designed to be.



Figure 150

This house at the northwest corner of N. 5th and Campbell Streets, like many of the 19th century houses on 5th Street, survives as evidence of a thriving middle class located at the edge of Wilmington's railroad complex.



Figure 151

A view of Campbell Street looking east from N. 5th Street.



Figure 152

This house on Campbell Street near N. 5th Street has undergone some innovative renovations.



Figure 153

This house at the corner of Campbell and 6th Street appears on the 1889 Sanborn Insurance Maps (later demolished). The empty lot on the opposite side of 6th Street (Block 251) in the right hand side of the photography was once the site of the Fore & Foster Sash & Blind Co., Ltd. A special spur was set through Block 251 as far as Campbell Street to service this company. By 1910, most of Block 251 became an empty lot.



Figure 154

The View of houses located near the railroad cut as seen from the south side of the 6th Street Bridge.



Figure 155

View from the south side of the 6th Street Bridge of the monolithic Independent Ice Company (early 20th century).



Figure 156

View of the abandoned Independent Ice Company building from the north side of the 6th Street Bridge.



Figure 157

This sidewalk on the west side of Block 266 on the north side of the 6th Street Bridge once provided access to 2 houses on the edge of railroad cut.



Figure 158

A dirt road provides access to houses on the north side of the railroad cut between 6th and 5th Streets.



Figure 159

The entrance to the access road that runs between 6th and 5th Streets is located on the northwest side of the 6th Street Bridge. The Fore & Foster Company was located here.



Figure 160

This photograph, taken from the north side of the 6th Street Bridge, shows the different elevations between houses and the railroad cut.

UPDATE

2010-2011



Figure 161

Excavation for the Cape Fear Community College Nutt Street Parking Deck, 2010



Figure 162

Concrete foundations of ACL Building "B"



Figure 163

Ruins of an ACL Building "B" wall at the SW side of the Front Street Bridge



Figure 164

Brick retaining wall of the on Red Cross Street between Front and Nutt streets



Figure 165

Buttress on the SW side of the Front Street Bridge



Figure 166

Another view of the same buttress



Figure 167

Massive concrete foundations of ACL Building “B”



Figure 168

View of the same foundations from the Front Street Bridge



Figure 169

View from the NW side of the Front Street Bridge of the completed Cape Fear Community College Nutt Street Parking Deck, 2011.



Figure 170

The retaining walls on the NW side of the Front Street Bridge



Figure 171

ACL Building “D” demolished for the construction of Cape Fear Community College Union Station Building



Figure 172

Last standing wall of ACL Building “D”



Figure 173

Drainage pipe staged for drainage of the inclined plane



Figure 174

A second view of construction in the inclined plane



Figure 175

Mounds of earth in the inclined plane near the Fourth Street Bridge



Figure 176

Excavations for the Cape Fear Community College Hanover Street Parking Deck (view from the Third Street Bridge)



Figure 177

Brick retaining wall on the north side of the inclined plane



Figure 178

A second view of the same wall (note its construction from the cut section)



Figure 179

The entire wall exposed on both sides during construction



Figure 180

Massive retaining walls exposed at the Hanover Street side of the old W&WRR Depot site.



Figure 181

The old walls at Hanover Street extend to the edge of the Third Street Bridge



Figure 182

New concrete retaining walls protect the old stone walls



Figure 183

The old retaining walls on Nutt Street in late 2010



Figure 184

Improvements on Nutt Street



Figure 185

The 1900 ACL Freight Office (formerly the site of Wilmington Railroad Museum)



Figure 186

The locomotive at the present site (former W&WRR warehouse) of the Wilmington Railroad Museum



Figure 187

Some artifacts unearthed during recent construction in and around the former Wilmington & Weldon Railroad/ Atlantic Coast Line Railroad depot site at Wilmington are being preserved at the Wilmington Railroad Museum.



Figure 188

This section of early strap-iron rail was found during the excavation near the Front Street Bridge.

ADDITIONAL PHOTOGRAPHS



Figure 189

The base of Red Cross Street as it looking in July of 2001



Figure 190

Red Cross Street at Front Street looking north to Nutt Street (July, 2001)



Figure 191

The buildings of the Cape Fear Community College Downtown Campus occupy the site of the ACL Building “A” and records building.



Figure 192

This CFCC building occupied the site of joint office of the W&WRR and WCARR before 1886.



Figure 193

The CFCC Downtown Campus as viewed from the Water Street Parking Deck July, 2001)



Figure 194

Retaining walls under the Water Street Parking Deck



Figure 195

Ballast stone walls are common in the historic district of Wilmington.



Figure 196

This wall on Walnut Street near Water Street shows many period of construction.



Figure 197

The intersection of Red Cross and Front streets at the Front Street Bridge (July, 2001)



Figure 198

The view looking south on Front Street from the intersection with Red Cross Street



Figure 199

This is a view of ACL Building “D” (left) in July, 2001 from the intersection of Front and Red Cross streets. The building was later demolished.



Figure 200

Front Street is built on a bluff.